

flower POWER

THE TRIUMPH MAYFLOWER CLUB MAGAZINE



SPRING 2006
No. 118



In this issue...

..2006 Rally Preview

..Cylinder head restoration

..the 'Ghost' is finally laid to rest





The Triumph Mayflower Club **OFFICIALS** 2005/06

CHAIRMAN & SECOND HAND SPARES

Peter Benfield, Amberley, Crindle Carr Lane,
Thornton-le-Moor, N.Yorks DL7 9DZ
Tel: 01609 761260

VICE CHAIRMAN

Howard Pryor, 12 Park Road,
High Barnet, Herts. EN5 5SQ
Tel: 0208 440 8623
email: howard.pryor@tiscali.co.uk

GENERAL & MEMBERSHIP SECRETARY

John Oaker, 19 Broadway North,
Walsall, West Midlands WS1 2QG
Tel: 01922 633042
email: johnchoaker@btinternet.com

CLUB TREASURER

Phil Benson, 4 Dunlin Close,
Redhill, Surrey, RH1 5HJ
Tel: 01737 772202
email: philip@benson8369.freeserve.co.uk

NEW SPARES SECRETARY

John Gogay, Cherry Hinton,
Orchard Way, Wilmington, Kent DA2 7ER
Tel: 01322 221493 email: jgogay@aol.com

EDITOR - FLOWER POWER

Eric Partridge, 1 South Cliffe Road,
Market Lavington, Nr. Devizes, Wiltshire, SN10 4BZ
Tel: 07711 897170 email: ericpart@aol.com

RALLY SECRETARY

Eddie Copson, Richmond, Birmingham Road,
Bacons End, Birmingham B37 6RB
Tel: 0121 603 8452
email: ed.copson@blueyonder.co.uk

REGALIA SECRETARY

Fred Newman, Pippbrook,
Pope House Lane, Ashford Road,
St Michaels, Tenterden, Kent TN30 6SS
Tel: 01580 765951

CLUB HISTORIAN (*Note - updated address*)

Stephen Coulman, 23 Park Street,
Messingham, North Lincolnshire, DN17 3RU
Tel: 01724 762061
email: mayflowerhistorian@nicouls.globalnet.co.uk

TECHNICAL OFFICERS

Malcolm Barnsley - Tel: 01732 849140,
Eddie Copson - Tel: 0121 603 8452,
Norman Ward - Tel: 01773 830035.

CO-OPTED MEMBERS

Forbes Alexander; Paul Norton; Malcolm Barnsley; Norman Ward and Maurice Wilkes.

When writing to a committee member and you require a reply, please enclose a stamped addressed envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day.

The information contained within *Flower Power* is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

editorial & CONTENTS



ERIC PARTRIDGE
Editor

Pictured below is my current project LXY 631 ('Lexy') being trailered from Essex back to Wiltshire a couple of years ago. Stopping off on the M25 I couldn't resist parking opposite the stretch limo just for fun. It got me thinking that after I'd got 'Lexy' back on the road perhaps my next project could be to create a stretch Mayflower and christen it a 'Limoflower'!

Howard Pryor and Peter Benfield quickly talked me out of it though after explaining all the problems Standard Triumph had experienced with the famous 'rag top' so I think I'll just concentrate on getting 'Lexy' and NOD 388 ('Noddy') roadworthy instead.

Thanks to everyone for their kind comments regarding the re-styled Flower Power. You'll notice this issue is 32 pages as well after I'd said it would revert to 16. Quite simply there's too much good material available to cram into just 16 pages and do the articles justice so I've made a management decision to keep it to 32 for the time being.

Fortunately my print management company's buying influence allows us to produce a 32 pager at an extremely attractive rate and not that much more than a 16 pager so good news there Mr Benson.

Mrs P isn't too impressed by the extra time *Flower Power* now takes to design though, as her new bedroom project has had to take a back seat for a while. Just wait till I really get to work on 'Lexy' and 'Noddy' that should put the old marriage vows to the test!

Eric

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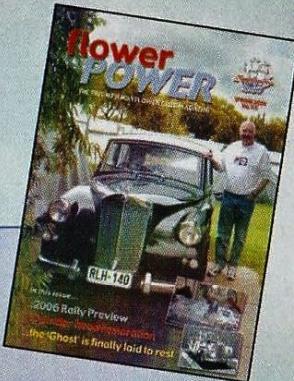
In a follow-up to last issue's interview with the 'apprentices', we discover what eventually happened to the sectioned Mayflower they built.

30. DOWN MEMORY LANE

The picture the Standard Triumph publicity department did not want you to see.

31. FOR SALE

Cars and parts for sale.





TMC Chairman Peter Benfield (right) meets 'the third man', Eric Lammas during his recent trip to Australia. The inset features Eric during his days as a Mayflower apprentice.

chairman's **REPORT**

FROM DOWN UNDER

...YOUR MISSION MR BENFIELD, SHOULD YOU CHOOSE TO ACCEPT IT, IS TO FIND AND INTERVIEW 'THE THIRD MAN'...

The Spring Report is usually the most difficult one to compose with so little happening during the winter months other than members braving cold and damp garages to work on their Mayflowers. On this occasion however a visit to Australia over the Christmas and New Year period produced meetings of great interest.

Before elaborating I could not write this Report without first of all congratulating our new Editor, Eric Partridge, on his first production of the special double issue of *Flower Power*. The feedback from members praising the quality and layout has been most satisfying. We are indeed fortunate to have the use of Eric's expertise and hopefully members will continue to provide him with

the necessary material for future issues.

The chance purchase at Stoneleigh last year of five photographs of the Mayflower production line from a member of the public resulted in the most interesting article 'We Meet the Apprentices' in the last issue of *Flower Power*. The follow up of the three apprentices working on the sectioned Mayflower ('the



'Ghost') for the 1951 Exhibition enabled Eric Partridge together with Rally Secretary Eddie Copson, to interview two of the apprentices, Tony Warren and Tony Taylor.

I realised the third member, Eric Lammas, would also have interesting memories of Coventry but of course he was now resident in Australia.

My wife, Sue and I had booked a trip to Perth, W.A., for six weeks over the Christmas period including a four-day visit to Adelaide. My mission was therefore to find and interview 'the third man'. Tony Taylor kindly rang Eric Lammas about my visit and also gave me his address. I also wanted to meet up with a Mayflower owner, Ian Wilson from Adelaide, to whom I had spoken a few months earlier.

I sent a copy of *Flower Power* to Eric a couple of weeks before leaving for Australia together with a letter informing him that a Club Member also lived in Adelaide, giving him his name and address.

Eric kindly left a message on the Friday of our arrival saying he would come to the Hotel for a couple of hours on the Saturday

morning. Unknown to me Eric realised that Ian lived quite close by and he had driven to Ian's house, knocked on the door and stood showing his copy of *Flower Power* to Ian!

Ian had just received his own copy and as you may guess they had much to talk about.

Eric duly turned up at the Hotel and I realised I had



"Eric must have been a talented apprentice as he received an award from Sir Alick Dick"

found 'the third man'. Eric had experienced a most interesting life, growing up in India, where his father worked on the railways. He still has a delightful Indian lilt to his speech, although after school he returned to the UK when his father returned to work on the British rail system.

Without a tape recorder much of Eric's stories of life on the production line are difficult to remember but he

must have been a talented apprentice as the centre picture shows him receiving an award from Sir Alick Dick, who was later Head of British Leyland.

I was surprised to learn that most of the machine tools used on the Mayflower were imported from Germany. In the UK we were still using pre-war tools and with the German industry completely flattened during the war, they had a head start on the UK motor industry, no doubt helped by US Lease Lend.

Much care and accuracy were involved in the construction of the sectioned model. The rear springs for instance were measured when the car was loaded and were then re-set to this curvature before fitting to the model.

Unfortunately hundreds of photos taken over this period were simply thrown away and only a few retained. The early Mayflowers were hand built before the production line was set up.

Eric also worked on the two 'Silver Bullets' (The Walter Belgrove - styled TRX Roadster), one of which apparently was used by Sir John Black to drive round the Warwickshire country lanes.

NOTICE OF TMC ANNUAL GENERAL MEETING

SUNDAY 2ND APRIL 2006 2.00 TO 4.30PM

to be held at Alumwell Junior School, Primley Avenue, Walsall WS2 9UP
(The school is situated 400 yards from JNC 10 of the M6 Motorway in the direction of Walsall)

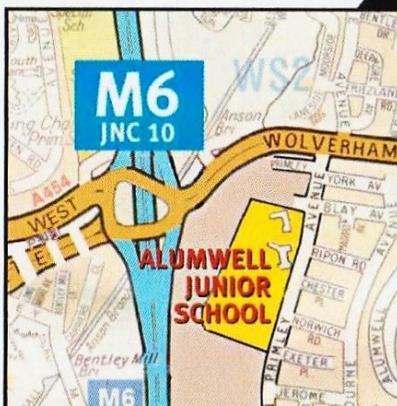
AGENDA

1. Apologies for absence.
2. Minutes of last AGM and matters arising.
3. Reports from Committee Members:
Chairman, Membership Secretary, Treasurer,
Spares Secretary, Magazine Editor.
4. Election of Officers.
5. Spares Secretaries Reports.
6. Any Other Business.

NOTES: Correspondence regarding the AGM, apologies for absence, informal enquiries regarding Committee posts, nominations for Committee posts etc should be sent to The Chairman (address on p.2). Election of Officers – the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM.

The present holders are allowed to be re-elected, unless they no

longer wish to stand. The jobs of Spares Secretary, Magazine Editor, and Archivist are all appointed by the Committee and so do not become automatically available at the AGM.



ANY OTHER BUSINESS. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which give plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is just a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers and probably all cars as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange this summer's outings to rallies etc. If you come try to bring details of your local events.

chairman's **REPORT**

FROM DOWN-UNDER

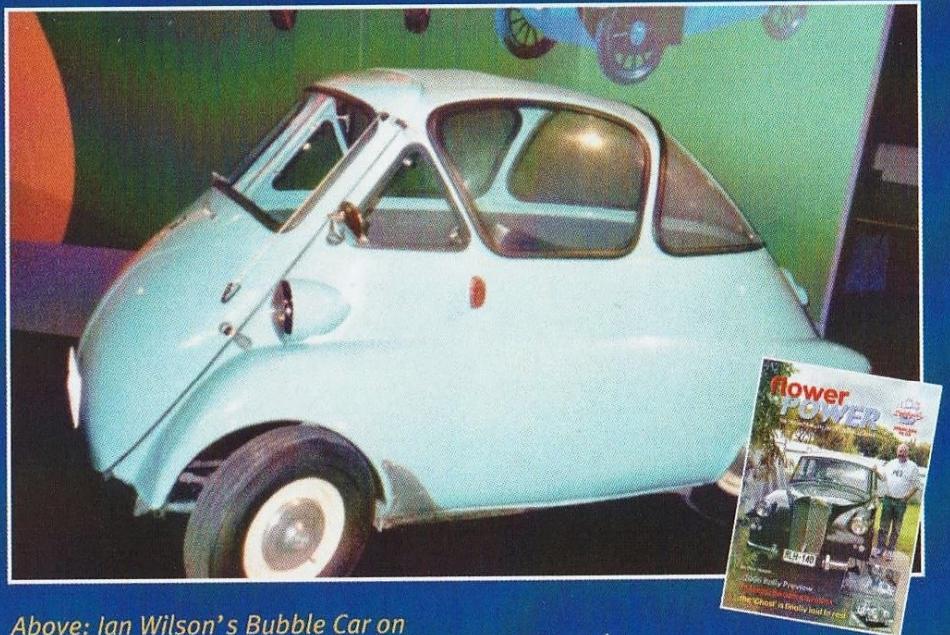
This would have been a world-beater if put into production but the costs involved were such that mass production was just not feasible.

Many Mayflowers were exported in CDK (complete knock down) form and these in Australia were assembled at the giant Melbourne Auto Plant.

Eric is still in touch with many of his work colleagues in spite of emigrating with his wife Jean, also an ex-employee of Standard Triumph. He has given me the names of three more colleagues to follow up, including the son of the Production Foreman. This has opened a can of worms and hopefully these people will enable this saga to continue.

On the Saturday evening Ian Wilson made contact with Sue and I insisting on taking us out on the Sunday. He duly arrived outside the Hotel after breakfast in his London Beardmore Taxi, complete with suitcases on the running board!

We arrived at his home for coffee, after which we were shown a quite amazing collection of vehicles including a very old fire



Above: Ian Wilson's Bubble Car on display at the Birdwood Motor Museum in Adelaide. Right: Ian's Mayflower as featured on this issue's front cover.

engine. Other cars were a 1939, four door Morris 8 saloon, a Triumph Dolomite, a beautiful maroon 1936 Lanchester drop head with fluid fly wheel which was in pristine condition.

There were numerous 'Specials' including some Bubble Cars. Last of all I was shown his early Mayflower (as featured on the front cover of this issue) – nice to know this was possibly his favourite. He then drove us to the Adelaide Hills for lunch after which we made our way to the Birdwood Motor Museum, housing the largest collection of classic cars in Australia where one of Ian's vehicles was on show. Nothing was too much trouble for Ian and Margaret and after a Devonshire Cream Tea we

were taken back to our Hotel.

We were most grateful for Ian's hospitality and he would be delighted to meet up with any Mayflower member if they are ever in Adelaide in the future.

"Let's see if we can make that magic twenty once again at Stanford Hall"

Returning to the home front I find much of our discussion at the November Planning Meeting put into operation by our Rally Secretary, Eddie Copson. Arrangements for our Stanford Hall Rally in June are now complete thanks to Eddie's hard work. With lighter nights and spring on the horizon, let us all make an effort to attend Stanford Hall and see if we can make that magic twenty in numbers once again ●



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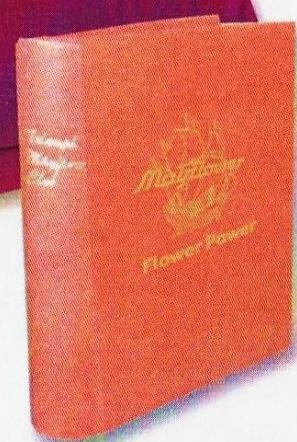


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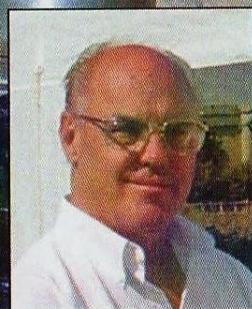
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got a HEADACHE?



**EDDIE
COPSON**

*Rally Secretary
& Technical
Officer*

Well if you own a Mayflower you are sure to experienced one or two headaches in your time. However the sort of head I am talking about is the aluminium one that corrodes on top of your engine block.

Over the short time I have owned my Mayflower I have accumulated three or four cylinder heads all with some sort of problem that stops me using them so I decided to investigate how I could sort out from these, one good head as a spare. This of course took me down several

different roads of engineering expertise and experience so I thought maybe if I penned an article for the club magazine it may just help some of our members.

USUAL PROBLEMS ENCOUNTERED WITH SECOND HAND HEADS

1. Head needs skimming.
2. Head has been skinned to maximum.
3. Spark plug threads stripped.
4. Thread in head where capillary tube is attached damaged.
5. Badly corroded water chambers.

I have to admit to being fortunate here with the equipment I used and it of course would not be available to most people. The reason I gained access to it was through past employment at a technical college and still knowing one of the lecturers.

SKIMMING THE HEAD

The aluminium heads are usually skimmed using a vertical milling machine and a tool called a fly cutter. The fly cutter is a single point cutting tool that generates the flat surface using paraffin as a lubricant.



got a HEADACHE?

It is better to lightly skim the top of the head first to ensure a flat, bump free surface to clamp down on when skimming the face.

The procedure is as follows:

1. Clamp flat to the vertical milling machine table bolting through the spark plug holes.
2. Wet the surface with paraffin.
3. Lightly skim the top of the head.
4. Turn head over and skim the combustion side of the head.

HEAD HAS BEEN SKIMMED TO MAXIMUM

If the head has been skimmed to the maximum so as the combustion chambers are hardly showing then the chambers can be machined back in. This is a much more difficult operation again requiring a vertical milling machine with a head that can be extended a fair distance over the table to ensure the head can be revolved beneath the tool. I used a



The Bridgeport Machine used.



Skimming the top of the head.



Skimming the base of the head.



Milling the combustion chamber showing the rotary table.



Bridgeport milling machine together with a revolving table.

The procedure is as follows:

1. As in the above lightly skim the top of the head.
2. Centre a slot drill over centre of the revolving table. (Slot drill diameter about 25mm)
3. Clamp the head under

the slot drill so the slot drill is in the centre of the combustion chamber.

4. Move the machine table off centre about 10mm.
5. Plunge the slot drill in about 0.5mm and revolve the rotary table. The depth and offset will be determined by trial and error.

There are two less complicated ways of doing the above, as follows:

1. Clamp the head directly to the machine table and carefully guide the slot drill around the combustion chamber. This will not give such a nice clean curve but can be done with good 'steering skills'.

2. You would need a very large slot drill for this method of approx 2.25 inches diameter (not easily available and expensive). Simply a case of centring the slot drill over the chamber and sinking in about 0.5mm.

SPARK PLUG THREAD STRIPPED

There is little to say about this except inserting a new thread requires a tool call a Heli Coil inserting tool, which is very expensive.

So pop into your local engineering company and they will usually have this facility.

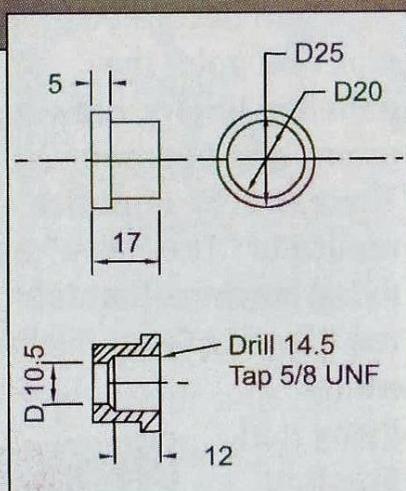
I had two Heli Coils inserted for £20.00.

However if it is just a case of cleaning up old threads then the thread size is 14mm x1.25pitch.

A spark plug thread cleaner CHT261 order

code 040210261 can be purchased from Machine Mart for just £4.69.

2. Turn 12x20 dimension.
3. Cut off from bar.
4. Face off to 17 length.



5. Centre drill, drill through 10.5.
6. Drill 14.5 and tap 5/8 UNF 12 deep.

The damaged thread in the head will have to be drilled out to dia 20 mm.

BADLY CORRODED WATER CHAMBERS

Water chambers can be welded. To do this the welder will need all the corrosion removed to ensure a good weld. This I did not have to do so I have no photos but I was quoted £30.00 for several holes to be welded. If welding is required I would suggest skimming the top of the head first so there is a flat surface to clamp to.

THREAD IN HEAD WHERE CAPILLARY TUBE IS ATTACHED DAMAGED

It is most annoying when you have a perfectly good head but the capillary tube thread is damaged but not all is lost. For this you will need a lathe and some turning skills and turn the adapter shown.

The procedure is as follows:

1. Clamp 25mm dia aluminium bar in chuck.

EDDIE COPSON
Rally Secretary & Technical Officer

Mayflower Rally 2006

STANFORD HALL

EDDIE COPSON - Rally Secretary

Sunday, 25th June

The rally for Triumph Mayflower club this year will be held at Stanford Hall on Sunday 25th June.

A message to all members is don't miss this one. We are revisiting this venue by popular demand from our members.

Stanford Hall, is where Shakespeare's Avon flows gently through the park and has been the home of the Cave family, ancestors of the present owner since 1430.

In the 1690s, Sir Roger Cave commissioned the Smiths of Warwick to pull down the old Manor House and build the present Hall, which is a fine example of their work

of the time and also of the William and Mary Period.

For a small fee members can take in a tour of the Hall and admire the splendid ballroom decorated in pink and gold, the panelled library, drawing rooms and bedrooms. There is also a full size replica of "The Hawk" a flying machine that took the life of Lt Percy Pilcher whilst flying it at Stanford Hall in 1899. After visiting the Hall you may take in

the walled Rose Garden and Nature Trail and visit the beautiful 14th Century Church.

Relax in the Stable Tea Room for home made scones and Cream Teas or even take in a full English breakfast. Light Lunches and snacks are served throughout the day.

Stanford has a caravan site nearby anyone who wishes to use this should contact Stanford Hall



themselves for booking details.

Besides the benefit of sharing this years rally with our colleagues of the Roadster Club there will be the added attraction of the Pre Nineteen Forties Club on an adjacent field.



HOW TO FIND STANFORD HALL

Access from Junction 19 of the M1, coming from the south is difficult. (There is no exit to the A14). Most maps do not clearly show this. You have to follow an HGV signed route that takes you up the M6 to J1 on that road, then come back down the M6 the other way to the M1/M6/A14 roundabout under the M1, (A couple of miles each way). Where Stanford Hall is signposted. From the south it would probably be better to get off the M1 at J18 and follow the A428 and turn off that almost immediately towards Yelvercroft and Clay Cotton.

EVENING MEAL AT THREE SWANS

For members that have booked the evening meal prior to the rally this will be held at The Three Swans Hotel in Market Harborough, Leicestershire.

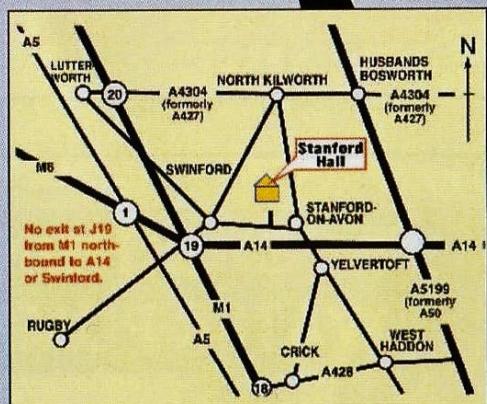
The hotel is about 8.5 miles from Stanford Hall along the A4304 on the High Street. Vehicular access is from the back, not the front.

Parking at the rear of the hotel is not covered by CTC but looks secure. The hotel has offered to rope off a section of the car park for the personal use of the Mayflowers and Roadsters.



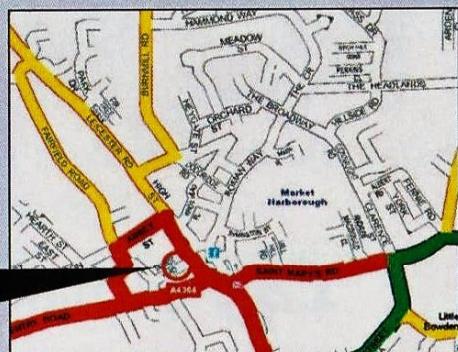
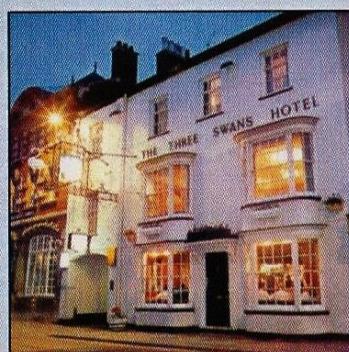
There is a nominal entrance fee of £3 for driver and car.

This will be reimbursed to TMC members during the afternoon.



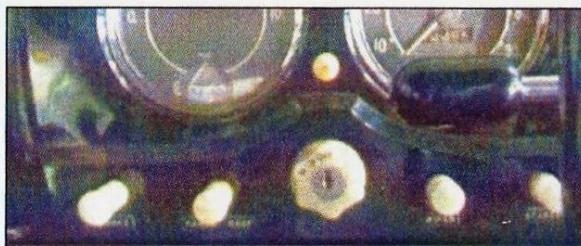
Stanford Hall, Lutterworth, Leicestershire LE17 6DH
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THE THREE SWANS HOTEL, MARKET HARBOROUGH



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REPLACEMENT FACIA KNOBS



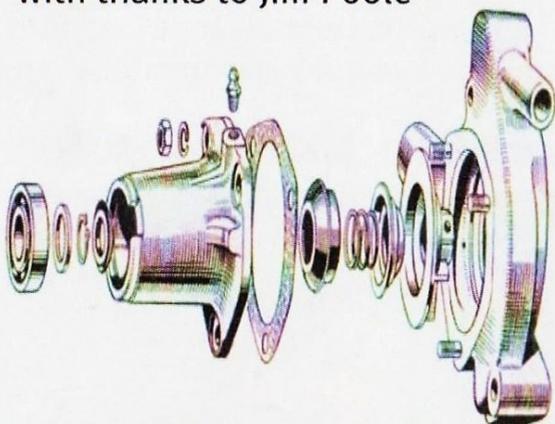
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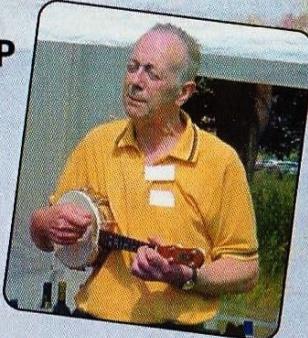
STANFORD HALL

Sunday, 25th June

We are looking and hoping for a maximum turnout for this years rally so if you appreciate all the committee do for your club please just turn up and enjoy the day.

◀ A rough timetable for the day is as follows:

TIME	DESCRIPTION	RESPONSIBILITY
8.15 am	Committee and helpers will arrive at Stanford to erect gazebo.	Committee plus helpers
11.15am	Rally members start to arrive. Site map plus days events diary issued. EC/HP/Helpers to line up the cars.	
12 noon	Judging starts. <i>(Members can opt out of this if they wish, opt out cards in the diary, should be placed them in the windscreen).</i>	Judges to be appointed by PB. EC to prepare paper work Chaired by PB
1.00 pm	Committee have brief meeting.	
2.00 pm	Cavalcade of cars. <i>(Please prepare a very short dossier for your car eg: Your name, year of car, previous owners, how long you have owned it, work you had to do on it, what you would like to do to it plus anything else you can think of).</i> This should take about 20 seconds or so to read out.	All owners/HP
3.45pm	Norman Ward (right) on his ukelele. <i>(Hopefully he will accept an invite from PB or HP).</i>	
4.00 pm	Awards plus a memento of the day.	HP/PB/EC
5.00 pm	Depart	All



Tea and biscuits will be served throughout the day.

(Small donation in the tin please). Tombola and raffle tickets will be on sale as usual.
(Any unwanted Christmas gifts or donation for prizes are welcome).

Master of Ceremonies will once again be TMC Vice-Chairman, Howard Pryor.

AWARDS WILL BE PRESENTED FOR THE FOLLOWING

1. Concourse (Top Award) plus the top five runners-up *(in no particular order)*.
(The Concourse Winner will be excluded from the following)
2. Best engine compartment.
3. Best interior.
4. Best exterior.

OTHER AWARDS

5. Distance award.
6. Club Achievement Shield. *(issued for effort to the club over the past year)*.
7. Chairman's Cup *(issued at the discretion of the Chairman)*.

A small memento of the rally will be given to those members who attend.

Featured elsewhere in this issue of *Flower Power* is TMC Chairman, Peter Benfield's account of his fascinating trip to Australia during last Christmas and New Year.

His report prompted me to delve a little deeper into how the Mayflower actually arrived in the antipodes and it is thanks to the November 1951 issue of Standard Triumph's in-house magazine *Standard Car Review* that I am able to provide this interesting pictorial account of the Mayflower's launch in Sydney and Melbourne.

Despite hours of trawling through various related websites in both the UK and Australia and a chat with TMC Historian, Steve Coulman, very little other information appears to be available... unless of course you know differently. EP.

The introduction of the Triumph Mayflower in 1951 to Australian dealers in Sydney and Melbourne was the occasion of two special functions organised by the Standard Motor Company (Aus.) Ltd.

In Sydney the car was given its first showing to Standard dealers as shown far right. The Standard Motor Company hired one of the showboats that normally run trips round the harbour for the day.

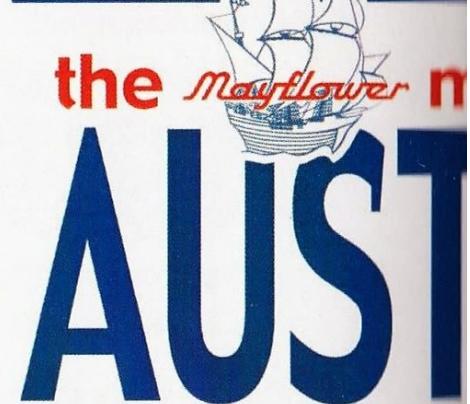
Guests assembled in the boat in the morning and the Directors took the opportunity to explain the Company's sales programme and the features of the Triumph Mayflower. Pictured near right is Mr BJ Pugsley, Chief Planning Engineer of The Standard Motor Company

addressing the guests on board the showboat 'Kalang' during lunch.

Afterwards, the showboat berthed at a convenient jetty where a Mayflower in a packing case was awaiting guests on the quayside.

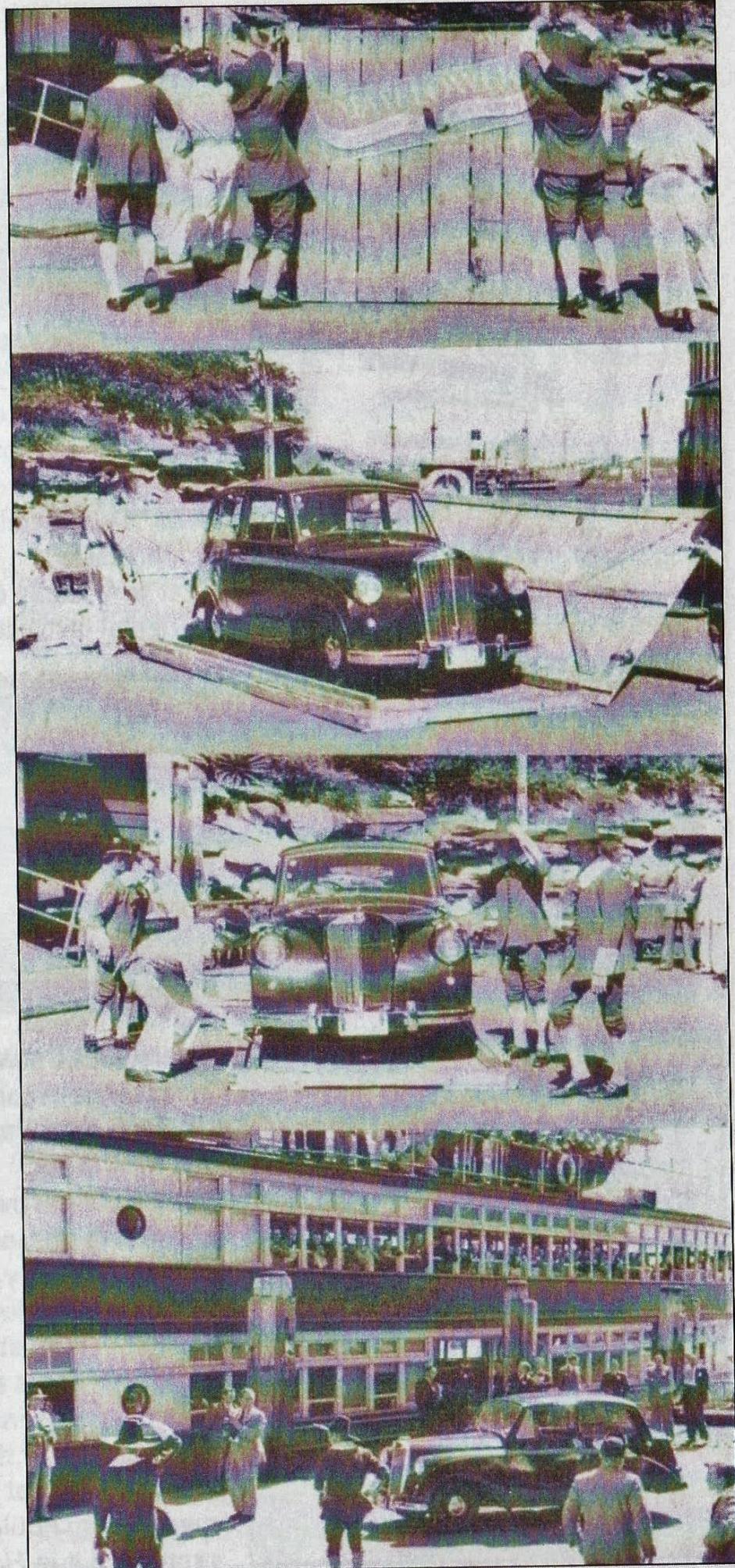
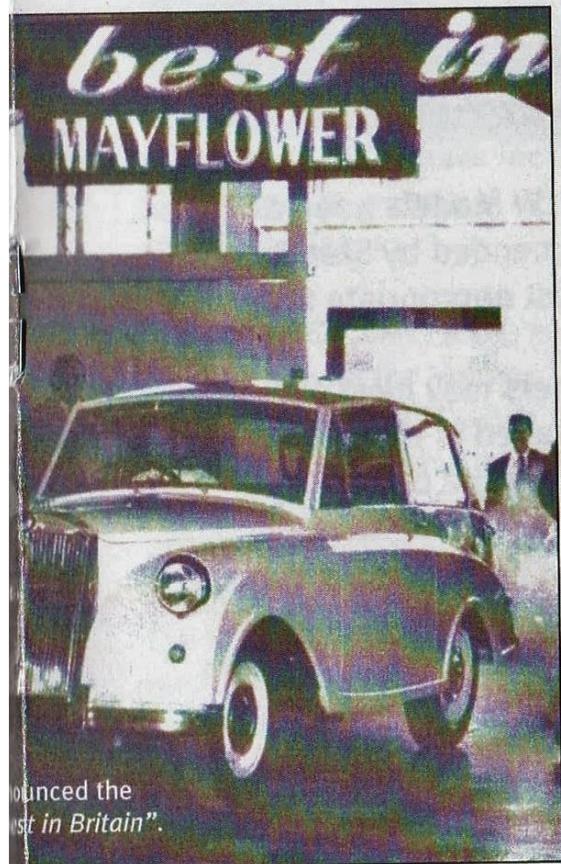
As the boat drew alongside, members of the Standard Motor Company staff dressed in the costume of the Pilgrim Fathers who sailed in the original Mayflower unpacked the car, which was then taken on board and inspected by the guests. An hour later the boat stopped at another jetty and further demonstrations took place ●

According to the Triumph Car Club of Victoria, 52% of the 34,000 Mayflowers built in the UK were exported but unfortunately it doesn't throw any light as to how many ended up down-under. Visit www.vicnet.net.au/~tccv

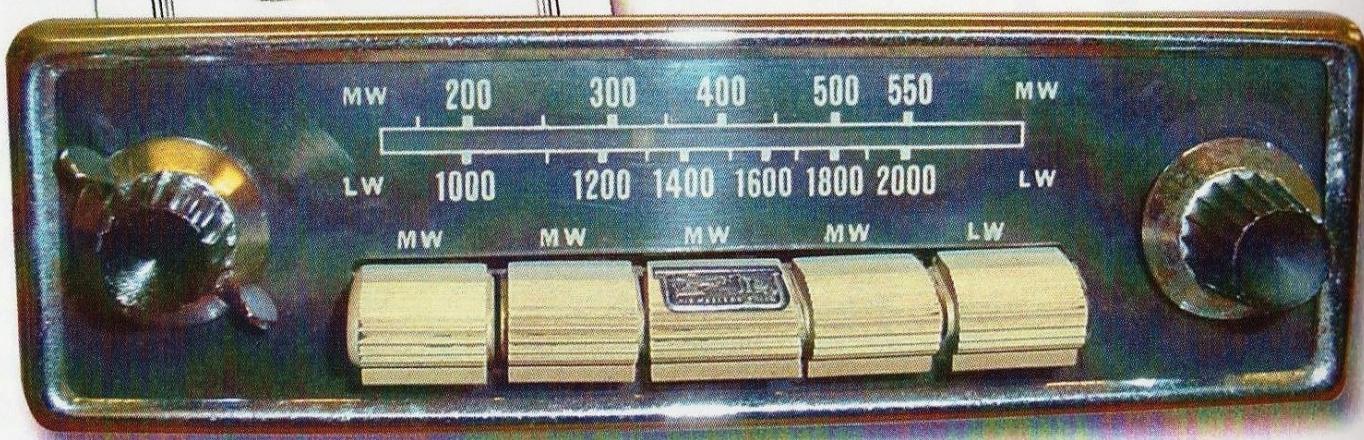
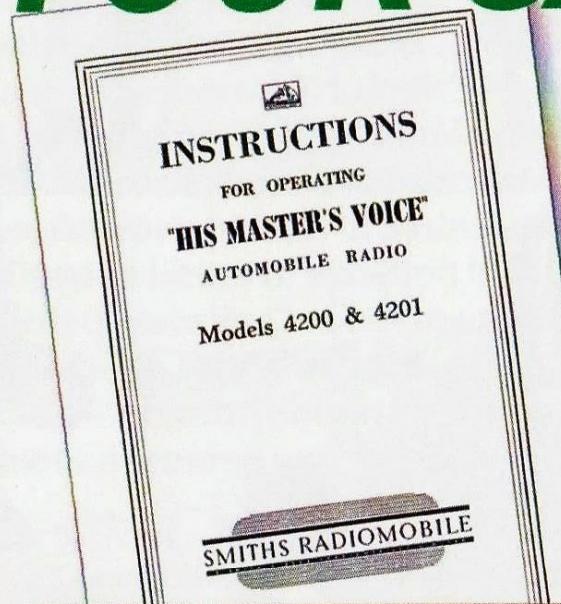




akes its debut in **RALIA**



need help tuning YOUR CAR RADIO?



SMITHS RADIO

The controls of these receivers are easy to operate. Nevertheless, read the instructions carefully so that you can get the best results from your His Master's Voice automobile radio.

OPERATING INSTRUCTIONS

MODEL 4200 (12 volt)

MODEL 4201 (6 volt)

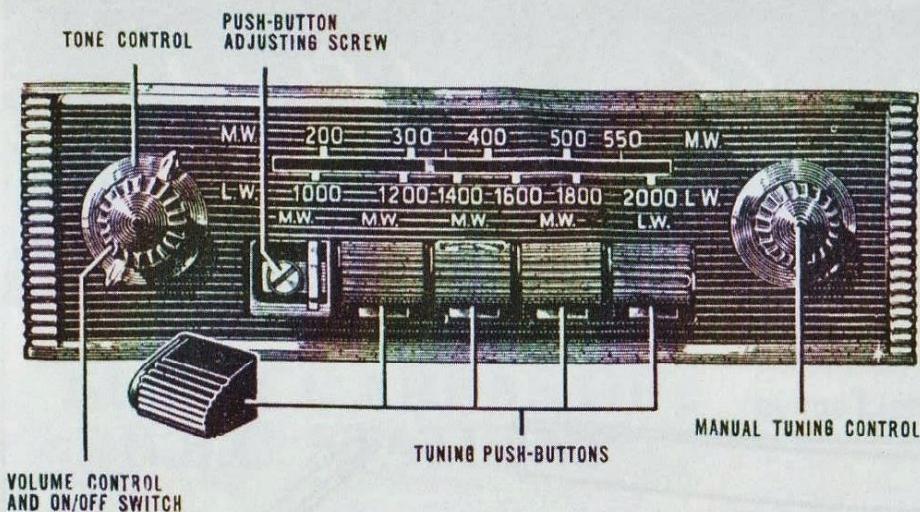
One of our overseas club members, Pat Van Houtven, made the short trip across the Channel from Belgium in February to visit the Triumph Show at the NAC, Stoneleigh. During his visit he found time to call onto the Roadster/Mayflower club stand where he was made most welcome and chatted at length with TMC officials and other Mayflower enthusiasts.

Pat very kindly distributed copies of the original instruction leaflet for the Smiths

Radiomobile MW/LW Models 4200 and 4201, which were recommended by Standard Triumph as the most appropriate receiver for the Mayflower.

Whilst several owners may have one of these original radios installed in their car, many may not actually have the operating instruction leaflet to go with it.

So in the interest of both practicality and curiosity here is a transcript of the manufacturers instructions together with reproduction of the relevant leaflet images. My thanks to Pat for the leaflet and to TMC member Jim Poole for his suggestion to reproduce it in *Flower Power*. *Ed.*



THE CONTROLS for these receivers are shown in the illustration above.

THE COMBINED VOLUME CONTROL AND ON/OFF SWITCH is on the left of the five push buttons. This control switches the receiver on when turned clockwise and progressive rotation of the control increases the volume. Turning the control fully anti-clockwise will switch off the receiver. Allow about 40 seconds for the receiver to warm-up after switching on.

THE TONE CONTROL is concentric with the Volume Control and On/Off Switch and provides selective tone correction for reproduction of either speech or music, by four separate tone settings. The control is turned fully anti-clockwise for speech and fully clockwise for music, the two intermediate settings being provided to suit individual taste.

THE MANUAL TUNING CONTROL is on the right of the push buttons and provides completely variable station selection. A feature of this control is that the knob will not engage the tuning mechanism until it is pressed in; otherwise the knob will idle. This prevents accidental disturbance of a station setting previously selected by a push-button.

THE FIVE TUNING PUSH BUTTONS provide automatic tuning of five stations pre-selected from the Medium and Long wavebands. The right-hand button provides for one station on the Long waveband, the four remaining buttons being employed for Medium Wave pre-selection. The indication MW (Medium Wave) or LW (Long Wave) is marked on the Tuning Scale immediately above each push-button. Wave-change switching is automatically effected when a button is pressed for any pre-selected station.

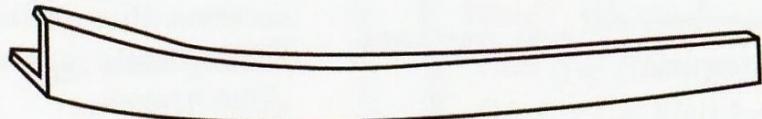
THE TUNING SCALE is divided into two sections — Medium Wave and Long Wave and is calibrated in wavelengths. The tuning pointer has a horizontal traverse and is viewed through a narrow window between the two scale sections. Illumination of the Tuning Scale is by means of edge-lighting. ►

TO SET UP THE TUNING PUSH-BUTTONS

1. Select the waveband required by pressing the appropriate push-button.
2. Tune in the desired station by means of the Manual Tuning Control as described previously.
3. With the station accurately tuned-in, remove one of the push buttons by simply pulling outwards. A lip is provided on the underside of each button to facilitate removal.
4. Insert edge of small coin in screw-slot of button plunger and unscrew (i.e.: anti-clockwise) about half a turn.
5. Push the plunger as far as it will go, release and retighten by means of screw slot.
6. Replace the button, which is now set to the desired station and independent of manual tuning. Proceed in the same manner for the remaining buttons.

Classic Car Sills

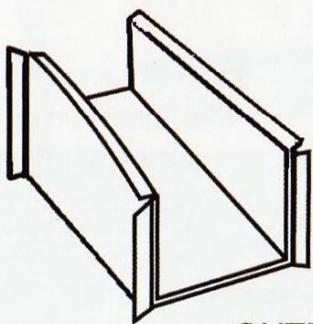
— Parts for the Triumph Mayflower —



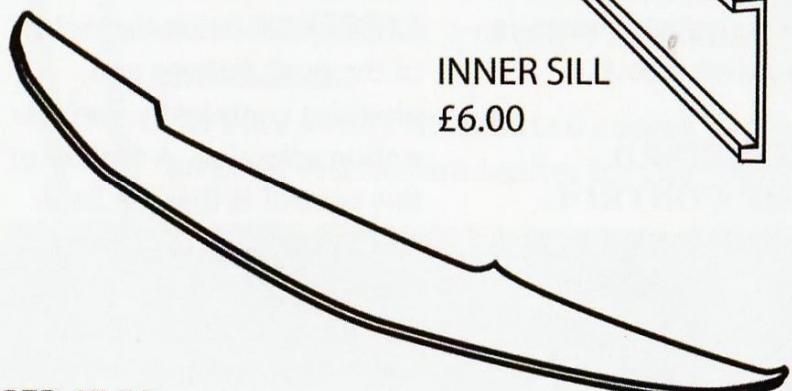
SILL £20.00



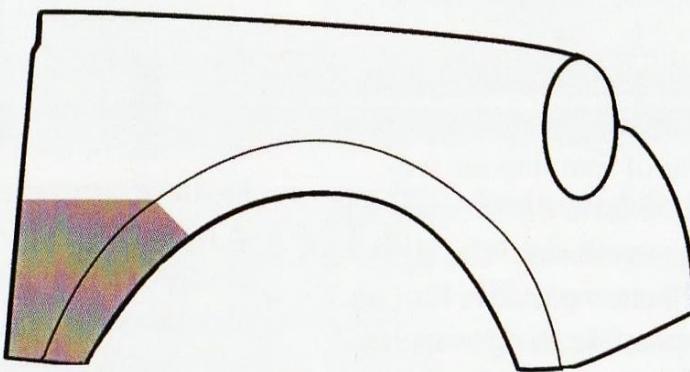
INNER SILL
£6.00



OUTRIGGER £7.50

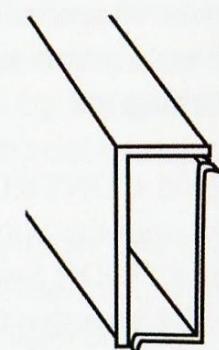


FRONT APRON
£45.00



BOTTOM FRONT
WING PATCHES £15.00

FRONT WHEEL ARCH
SPLASH PANEL £4.75



REAR SPRING
CHASSIS £7.50

J.COLLIER CLASSIC CAR SILLS

4 Mortimer Road, Kempston, Bedford, MK42 8RE

Tel: 01234 840958 (evenings) or 01480 477530 (works)



need help tuning YOUR CAR RADIO?



SERVICE AREAS OF B.B.C. STATIONS

At the present time (*June 1951*) the BBC broadcasts three alternative programmes - the Home, Light and Third. The wavelengths on which these programmes are broadcast are shown in the table, while the map indicates the approximate geographical coverage of the various BBC stations. A glance at this map will show to which station the set should be-tuned for best reception in any particular area in the British Isles.

HOME

West of England: 205.9 metres
North of England: 260.6 m
Northern Ireland: 260.6 m
Midland: 275.7 m
West of England: 285.2 m
London: 330.4 m
Welsh: 340.5 m
Scottish: 370.8 m
North of England: 433.5 m

LIGHT

Droitwich: 1500 metres
London: 247.1 m

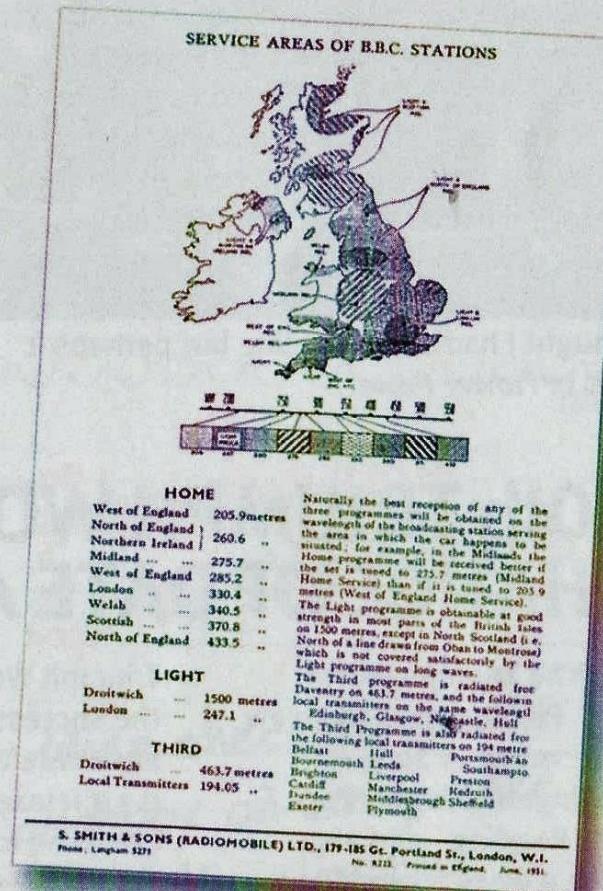
THIRD

Droitwich: 463.7 metres
Local Transmitters: 194.05 m

Naturally the best reception of any of the three programmes will be obtained on the wavelength of the broadcasting station serving the area in which the car happens to be situated, for example, in the Midlands the Home programme will be received better if

the set is tuned to 275.7 metres (Midland Home Service) than if it is tuned to 205.9 metres (West of England Home Service).

The Light programme is obtainable at good strength in most parts of the British Isles on 1500metres, except in North Scotland (i.e: North of a line drawn from Oban to Montrose) which is not covered satisfactorily by the Light programme on long waves.



The Third programme is radiated from Daventry on 463.7metres and the following local transmitters on the same wavelength. Edinburgh, Glasgow, Newcastle, Hull.

The Third Programme is also radiated from the following local transmitters on 194metres. Belfast, Hull, Portsmouth, Bournemouth, Leeds, Southampton, Brighton, Liverpool, Preston, Cardiff, Manchester, Redruth, Dundee, Middlesborough, Sheffield, Exeter, Plymouth.



scene & HEARD

1

“ I WISH I could get to one of your Mayflower annual meets. I am always in need of some spare part or another. Currently I need bushings for the suspension on two cars. When I was last in London this past August for a few days I managed to get five traffickers from the Morris factory (rebuilt). I thought they were five sets of two each. I will have to write to them and explain I need another five.

I would appreciate it if one of you could send me a list of interchangeable parts. I thought I had seen it online but perhaps it was in *Flower Power*.

If the bushings are interchangeable with one of the TR 2/3 I can get them from Moss Motors in the USA. It has been difficult to find a horn push with the indicator switch for the Mayflower. I found one for a TR2 and assume it is the same. I am ordering it from Moss Motors hoping it fits.

PETER PANAGOTACOS
San Francisco, CA 94123

MAYFLOWER FETCHES £6,800 AT AUCTION!!!

TMC Historian, Steve Coulman has recently discovered that a Condition 1 - 1950 Mayflower sold for £6,800 at ADT, Blackbushe Auction Centre in October 1996. Any clues as to who might have bought it a decade ago and where it might be hiding now?

10th TRIUMPH WORLD PICNIC – CHANGE OF DATE AND NEW VENUE

The Triumph World Picnic moves to a new venue in 2006 – Wellington Country Park, near Reading - and also move a week forward in the calendar to Sunday 3rd September.

The tenth running of the ever-popular

Triumph World Picnic retains the successful formula that has made this event what it is - a relaxed day out for everyone to enjoy.

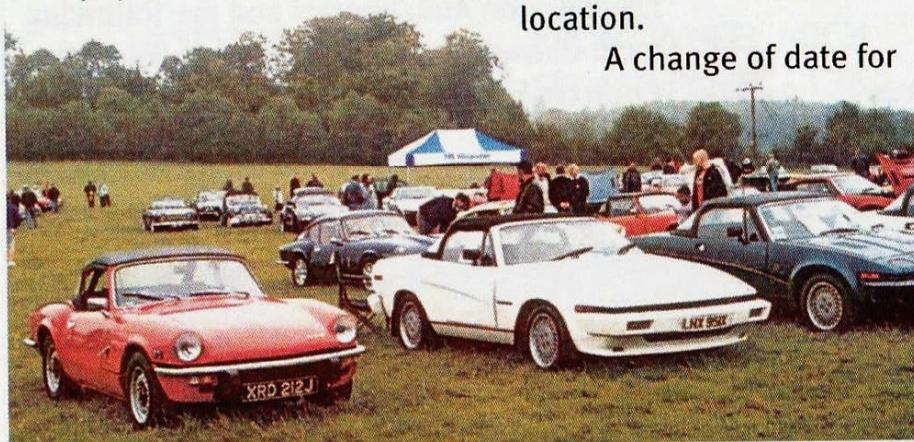
As before, there will be arena activities, club displays, autojumble, refreshments, etc; the only thing that has changed is the location.

A change of date for

2006 was decided upon in order to avoid the Triumph World Picnic clashing with other big classic motoring events as in previous years.

The site selected is the delightfully secluded Wellington Country Park, Riseley, near Reading, Berkshire (4 miles south of Junction 11 on M4 motorway), just off A33 on Waterloo Meadow, situated about 400 yards from the main park entrance.

Used occasionally for music concerts and similar outdoor activities the field is flat, well drained and more than large enough to cope with the numbers expected.



I AGREE with 'Flowerman' that 'there is something charming about the sound of a side-valve engine', at least when the sound is not that of a blown head gasket.

I used to rely on my Flower for daily transport and it would do this about every 3,000 miles. That's why I installed a Toledo engine. This sounds interesting in a different way, as its exhaust pipe is a lot longer than the original (because the exhaust manifold is on the 'wrong' side of the engine), so produces a very rich vintage burble.

On balance, I'd rather have the embarrassment of opening the bonnet to an 'interested and knowledgeable viewer' at a rally that I'd managed to reach, than the embarrassment of opening it to the driver of a recovery truck when only half-way to my intended destination.

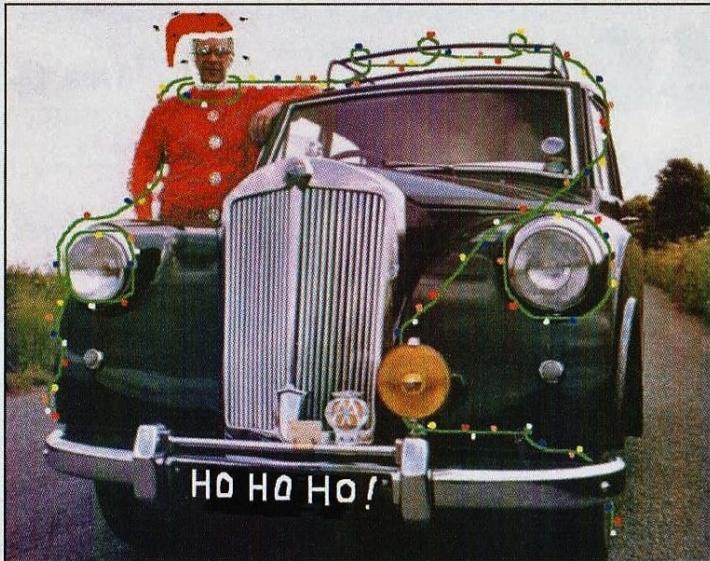
I don't think the change of engine results in any increase in weight at the front, there is no adverse effect on handling, the brakes can be upgraded by the addition of a servo and my insurance premiums did not increase at all.

My car still has working semaphore indicators, but I had to add flashers to avoid the need to claim on my life insurance, as people kept trying to overtake me when I was turning right. Many drivers under the age of 45 don't know what trafficators are.

PETER BURDGE

(Membership No 20, same age as the car but with no modifications; does that make me more collectable?)

Thanks to TMC Historian, Steve Coulman for his highly amusing 'eCard' which TMC committee members received last Christmas. Wonder what he's cooking up for this year??



Flowerman's tip of the month

When checking your gearbox oil level, make sure the dipstick is central to the floor pan hole - any deviation to right or left could indicate deterioration of gearbox mounting rubbers.

scene & HEARD 2

“ I HAVE nearly finished restoring my Mayflower after four years of cutting away and renewing large areas of rust but now after a respray and all the chroming done and an empty bank balance it's looking rather nice.

I would like to ask if any member has any new or good second hand outside door handles for sale and a good condition petrol cap or where I can acquire them? I have been told that Standard Vanguard door handles



will fit but which Phase I don't know. Any help would be appreciated. Thanks to John Gogay for all his hard work on past mags and good luck for future editions.

JAMES JARRETT
Milford Haven

MAYBE 'FF' WAS NOT ON HOLIDAY AFTER ALL?



“ IN THE last issue of *Flower Power* you published a wonderful shot of a street scene in Wales with a parked Mayflower in it.

Your contributor suggests that as the car has a roof rack on, possibly the car is on a family holiday. The registration letters are FF, which is Merioneth, so really it is a local car to the area.

I don't suppose many Mayflowers carried the letters FF. Only three Razor-edges did and one of those, fitted with bucket seats ended its days in Sheffield where I live.

Apologies to the member who sent me this email, I obviously saved the text but seemingly not the sender's name. Sorry, Ed.



TM C member Tom Brailsford sent in this rather unique photograph to accompany his 'car for sale' request. Taken in Stamford around 2003, Tom is pictured (left) alongside his Mayflower JMW 693 with none other than Nick Black, the youngest son of Sir John Black, managing director of Standard Triumph for over 20 years. The Mayflower was a particular favourite of Sir John's whose second wife, and Nick's mother, Lady Alicia suggested the name for the vehicle ●

BILL'S HOT-ROD 'FLOWER

“ I HAVE a customer's 1949 Mayflower in my shop (*I hope you are sitting down*) in the process of being turned into a Street Rod!!!!

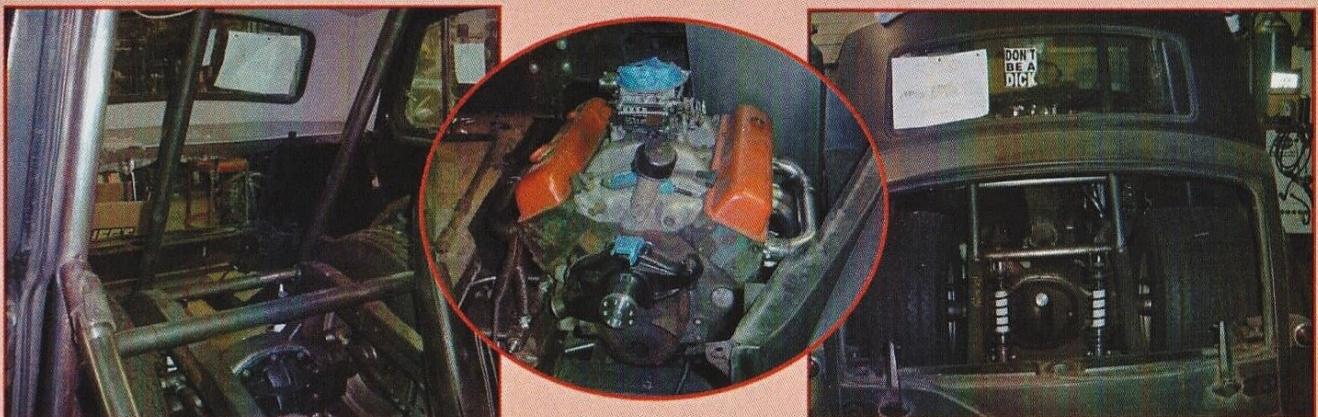
When he brought it to me, it was already on an Art Morrison chassis. I am building a roll cage and headers and steering linkage and pedal assembly and moving the firewall.

I had no idea what the car was when

he brought it to me. so when I searched the net and found your site and how rare the cars were I was stunned. I don't know what he did with the running gear but I will ask the next time he stops in to check on progress.

BILL GIBSON
Burtonsville, Maryland. USA.

PS: You can see some of my other work at <http://www.billsmetal.com>



At least another Mayflower survives, but is this project innovative or heracy? What's your opinion? *Ed*



PC to revise Mayflower spares rating

Leading Classic Car publication *practical CLASSICS* have agreed to amend the spares rating afforded to the Mayflower in their Buyer Price Guide section

from just one point to THREE.
I recently met with Features Editor Keith

Moody who is sympathetic to our cause and was most impressed when I informed him of the club's vast stock of spares both new and second hand. The magazine is now keen to work more closely with us as a club and is also interested in featuring a Mayflower as a reader restoration project in a future edition. If any member feels their 'flower deserves such illustrious recognition please contact me and I'll set the wheels in motion.

Ed

There is now an e-group serving our car writes TMC Historian Steve Coulman.

To register and post messages go to triumph_mayflower@eGroups.com
“I've communicated with Mayflower owners from all over the globe” says Steve,

redhill **STEAM FAIR** Summer 2005

I had been informed by a couple of friends that the Redhill Surrey Steam Fair was once again taking place in just a few weeks time, so decided at the last minute to try and book my car in. I knew that another Triumph Mayflower was about to go to, belonging to Phil Benson (*TMC Treasurer*) and as I needed some spare parts for the car. I was also booked into another show AutoRama in Tunbridge Wells, Kent the following day.

Mo the Mayflower was not strictly speaking in good order to show anyway but as I always enjoy going round the stalls, looking for bargains and who knows what I might find.

I had only a few weeks previously bought a new set of carpets and ripped out all the tatty rubber mats that had been in the car from the year dot. I had also decided to replace the vinyl on all the panels, so as you can imagine the interior of the car wasn't too grand.

"I was expecting to be sent straight to jail"

The day dawned nice and bright although the forecast was for showers later on, and I decided to get away nice and early, and was very quickly driving through the countryside south of London.

I found the roads nice and peaceful and made very good time going through the picturesque villages of Godstone and Betchingly. I was very soon deciding to take some country lanes, which was a short cut to the site that I had used many years ago when I worked for an undertaker. I was soon passing Redhill airport and Robins Cook farm soon appeared and to my surprise I was the third classic car to arrive, we were directed to a large field and then directed out again, and put in a much better place.

I locked the car and decided to have a wander round the stalls before too many people were about and had managed to get round them all, when I happened to see an old Mayflower just sitting there with the engine still running. I slipped into the driver's seat slipped it into gear and started to drive it off. Then I realised that there was a very irate lady sitting in the passenger seat and a young boy in the back. I also saw the owner running after me so decided to give myself up and stopped the car. "All Right 'Guv' It's a fair cop" I was expecting to be sent straight to jail, but I was then allowed to drive the car onto the site and parked right next to my own rather nice looking car.

That was my recollection of meeting up with Phil Cecilia and Andrew, at the 1st Redhill Steam Rally after many a year.

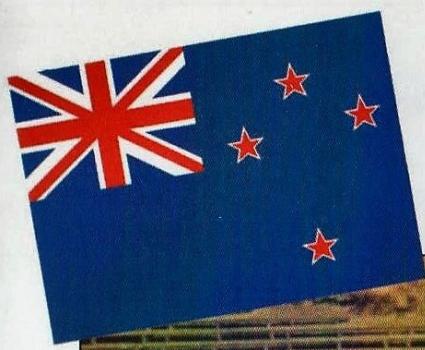
We decided to try out the new flag mast that Phil had bought for the Club and not having a proper Mayflower flag, we put up the Union 'Jack' instead.

It worked like magic has a local Triumph roadster turned up, and shortly afterwards another Mayflower also turned up, so you can imagine what interest our cars got when the public was allowed to come in. I particularly remember a guy coming up and saying he had one that he was going to do up very soon and get it back on the road, so lots of encouragement was given too. Another person came up to me and said they had a lady friend with a Mayflower hearse for sale, which got both Phil and I very very, excited indeed.

It turned out to be an Austin, boo hoo. However I will definitely try to go again next year as I gained an engine an exhaust an old wheel/tyre, cylinder head and thermostat. ●

DAVE STAFFORD
South Norwood





Mayflowers from AROUND THE WORLD



Thanks to Tom Robinson of the Triumph Razoredge Owners Club who whilst on holiday in January took this pic of a Mayflower at a rally in Otautau, South Island, New Zealand. Alongside, also flying the flag for the UK, is a Morris Minor.

Dan's 'flower - 'the car that you are most likely to take your date to tea in!'

“ MY WIFE Barbara and I have owned a 1953 Mayflower for about 42 years. Over the years we have spent a lot of money on the car, everything is original even the engine.

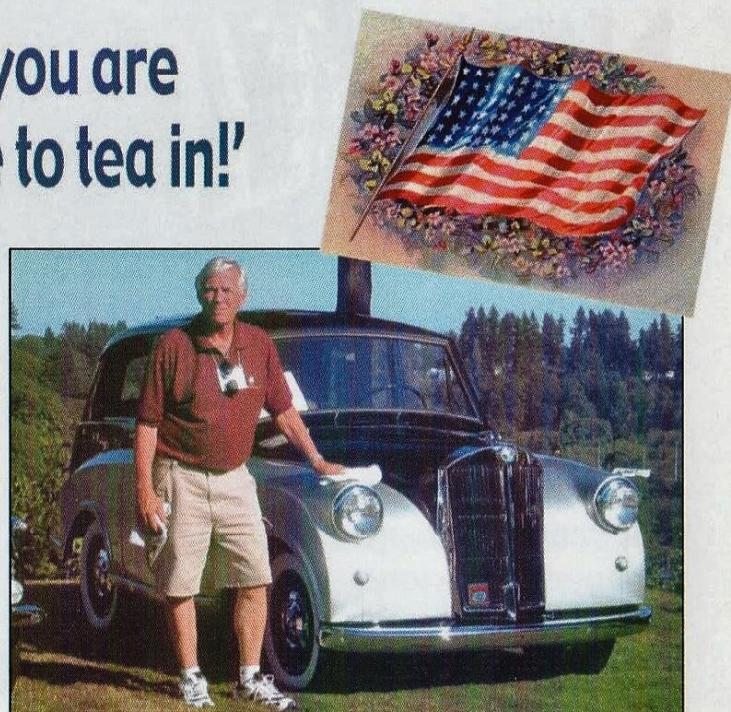
We do not drive it very much except in the last few years we have taken it to some shows.

Our most recent was the 25th Annual North West All Triumph Drive-In held at Olympia, Washington, which was sponsored by the local Triumph Club in Seattle.

We towed the car to a hotel nearby and drove it to the show.

Everyone just loved our little car as most had never seen one. There were about 123 Triumphs of all models including just ONE Mayflower!

Almost everyone wanted their picture taken with it as many thought it was a baby Rolls Royce.



Our car was voted the car that 'best epitomises British motoring style' and also 'the car that you are most likely to take your date to tea in!'

Barbara took some pictures and thought you might like to share them with *Flower Power* readers.

DAN BROWN (60)
Renton, USA

Happy to oblige and thanks for your kind comments regarding the magazine. Ed



the **'GHOST'** *is finally laid to rest.*

IN THE LAST ISSUE OF *FLOWER POWER* WE INTERVIEWED TONY WARREN AND TONY TAYLOR, TWO OF THE THREE STANDARD TRIUMPH APPRENTICES WHO, ALONG WITH ERIC LAMMAS (SEE CHAIRMAN'S REPORT FOR INTERVIEW IN THIS ISSUE), PRODUCED THE 'SECTIONED' OR 'GHOST' MAYFLOWER THAT WAS CREATED ESPECIALLY FOR THE FESTIVAL OF BRITAIN EXHIBITION IN 1951.

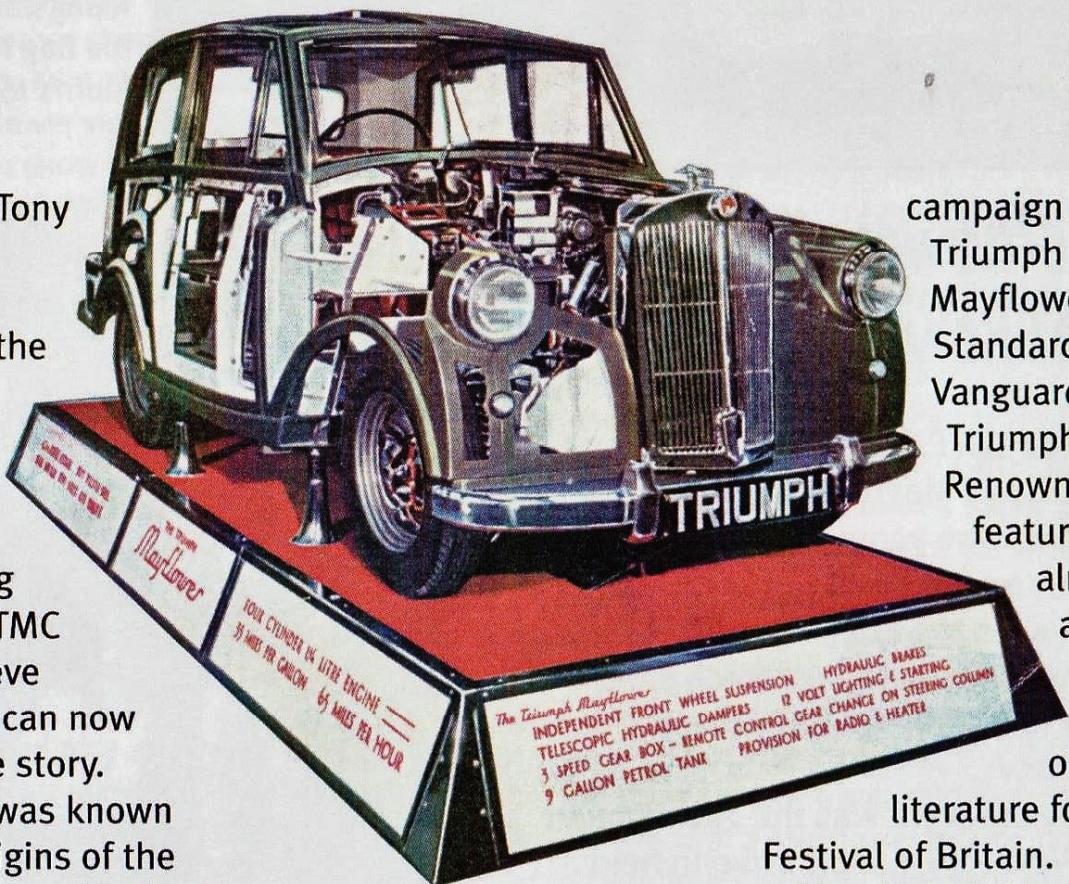
Neither Tony could throw any light on the eventual fate of the Ghost but thanks to some sterling research by TMC Historian Steve Coulman we can now complete the story.

Not much was known about the origins of the 'Ghost Mayflower' before our interview other than it was laboriously sectioned on the off side (right hand drive) displaying literally every interior and mechanical detail with each metal part polished to a mirror finish or chromed. Frank (Polly) Perkins, a craftsman extraordinaire, oversaw

all the apprentices at Standard Triumph who built all the special show display cars, engines and gearboxes including the Perspex TR, together with special Standard Ten and Eight bits and show finish Vanguards.

The "All that's Best in Britain" advertising

The Triumph Mayflower
INDEPENDENT FRONT WHEEL SUSPENSION
TELESCOPIC HYDRAULIC DAMPERS
3 SPEED GEAR BOX - REMOTE CONTROL GEAR CHANGE ON STEERING COLUMN
9 GALLON PETROL TANK
HYDRAULIC BRAKES
12 VOLT LIGHTING & STARTING
PROVISION FOR RADIO & HEATER



campaign for the Triumph Mayflower, Standard Vanguard and Triumph Renown was featured in almost all of the official literature for the Festival of Britain.

The 'Ghost' Triumph Mayflower was displayed at the South Bank Exhibition's Transport Pavilion from the 22nd June to the 10th of August, 1951 while the Vanguard was displayed in the Transport Pavilion between the 17th July and the 4th of August, 1951. The Renown was also on



display as a scale model (along with a 1906 Standard single-cylinder) in the Transport Pavilion of the South Bank exhibition.

The 'Ghost' is described on page 75 of the South Bank Exhibition exhibitors catalogue as "B684 Sectioned replica of the Triumph 'Mayflower' saloon; Triumph Motor Co. (1945) Ltd., Fletchamstead Works, Coventry, Warwicks."

After the Festival of Britain exhibition the 'Ghost' was acquired by Standard Triumph dealership Byatts of Fenton, Stoke on Trent, England. The 'Ghost' was later given, or sold, to the Northern College of Further Education (Langton Annexe) College Road, Stoke and was used to train apprentice mechanics. Several of the present lecturers at the college: Harry Bowyer; Ken Burgess; Charlie Challinor and Peter Syrett

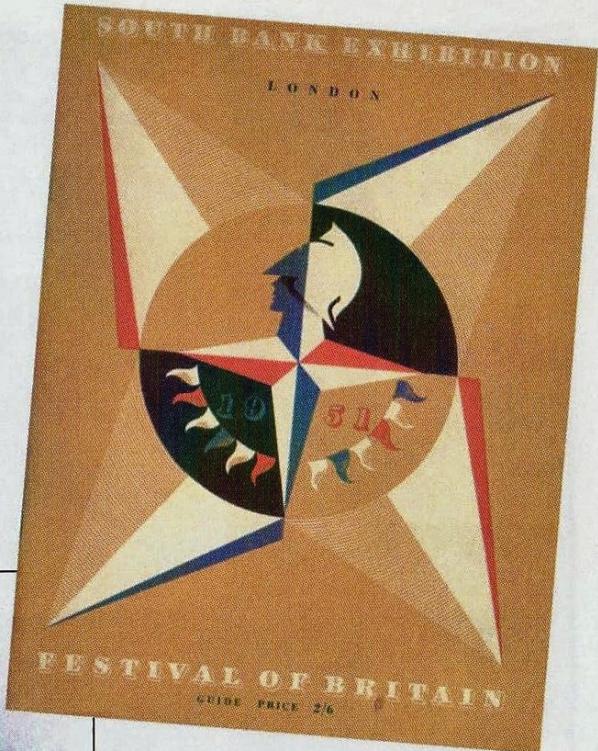
were all trained on it and remember it well. Harry Bowyer recalls "It had clean cut lines as if cut by a laser!"

In the mid 1970's the 'Ghost' was surplus to training requirements at the

college and lecturer Herbert Kane took it with him to Blurton High School, Stoke when he left the college.

The school was short of space and so the 'Ghost' was stripped down to its component parts for ease of handling and storage.

The body shell was scrapped!!!



In 1985 the school demolished the workshops to make way for larger and improved facilities and the remaining parts of the 'Ghost' were unceremoniously put in a skip as scrap!

A sad and ignominious end certainly not befitting a masterpiece of unique engineering genius. ●

TMC Historian Steve Coulman is currently compiling a book on the history of the Mayflower. If any member wishes to share their knowledge or can provide any photographic memories Stephen would be pleased to hear from them. His contact details can be found on page 2.

down **MEMORY LANE**



THE JOYS OF BRITISH MOTORING IN THE SIXTIES

What are the odds that Standard Triumph never used this picture in any publicity material!

This grid locked queue of all British marques on the notorious Exeter by-pass one hot Saturday in '63 probably kept our AA man steadily employed for the afternoon.

Sadly not a great start to this Mayflower family's holiday though but as PYA 464 was registered in Somerset maybe they were just day-trippers. You can almost imagine the conversation, "Don't worry sir, I'll have you back on the road in a jiffy" whereas 'Mrs Mayflower' decidedly unimpressed by

the whole event thinks... "yeah, yeah, whatever!" ...er perhaps not! Does the car still exist though I wonder? Note the reg plate on our AA man's combo, WLN 111, bet that would fetch a tidy bob or two today as well! *Ed.*

*PIC ACKNOWLEDGEMENT:
Number Plates by Dave Moss.
Published by Shire Books*

**flower
POWER**

DEADLINES 2006

DEADLINE FOR
CONTRIBUTIONS

PUBLISHED

SUMMER

23rd JUNE

w/c **3rd JUL**

AUTUMN

8th SEPT

w/c **18th SEP**

WINTER

1st DEC

w/c **11th DEC**



FOR SALE - ONN 431

1953 - A really beautiful example in gunmetal grey with red interior in A1 condition. This car has been fully restored with a total respray and interior retrim. MOT and taxed. Original documentation,

Original bill of sale, full history and Mayflower manual. Lots of work done with all bills kept, Waxoil treated, stainless steel exhaust, suspension rebuild, new steering gear, new brakes etc. garaged. Move forces sale.

£2750

**PETER GREANEY - PORT TALBOT
SOUTH WALES**

01639 884286

FOR SALE - JMW 693

1953 - Grey, blue interior

Taxed July 2006, MOT 12 months

£1500 ono

TOM BRAILSFORD - NOTTINGHAM

0115 920 7021



Flower Power recently learned of the passing of club member Derek Johnson (923) of Rainham, Kent on January 20 this year. The TMC offers its sincere sympathy to Derek's widow, Mrs Christine Johnson and her family during this sad and difficult time.

Derek owned HBX 957 for several years and only sold the car a couple of years

ago to Bob Lewis of London after his failing health prevented him from fully enjoying his beloved pride and joy.

Farewell to Derek Johnson

He did however retain a quantity of new and used spares including a couple of cylinder heads, a complete engine and gearbox in good condition, various gauges - speedo,

water temp and facia panels, even an o/s wing and sill.

If any member is interested in these items Mrs Johnson will take serious enquiries only (no

time-wasters please) and can be contacted on 01634 365570 or contact Mr Richard Turner who is assisting her in the disposal of the spares and can be reached on 01634 370167.

STANDARD TRIUMPH AT BROOKLANDS

Sunday 23rd April 2006

Open to All Standard and Triumph Clubs

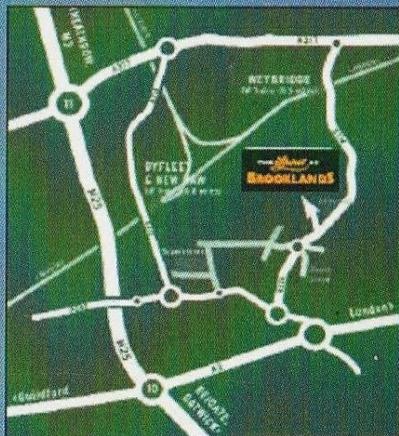
Come to the annual marque gathering of Standard and Triumph Clubs 2006 to be held this year at Brooklands

Visit the world's first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum see, Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft, Wellington, Varsity, Viscount, Vanguard, VC10 and now Concorde. Follow the Brooklands History Trail.

There will be Standard Triumph clubs stands (no autojumble) a photo shoot on the banking (invited cars only), a limited opportunity to drive Test Hill (fees will apply).

A special display in paddock of Pre-War Standard and Triumph cars.

**Make a note
in your diary
NOW!**

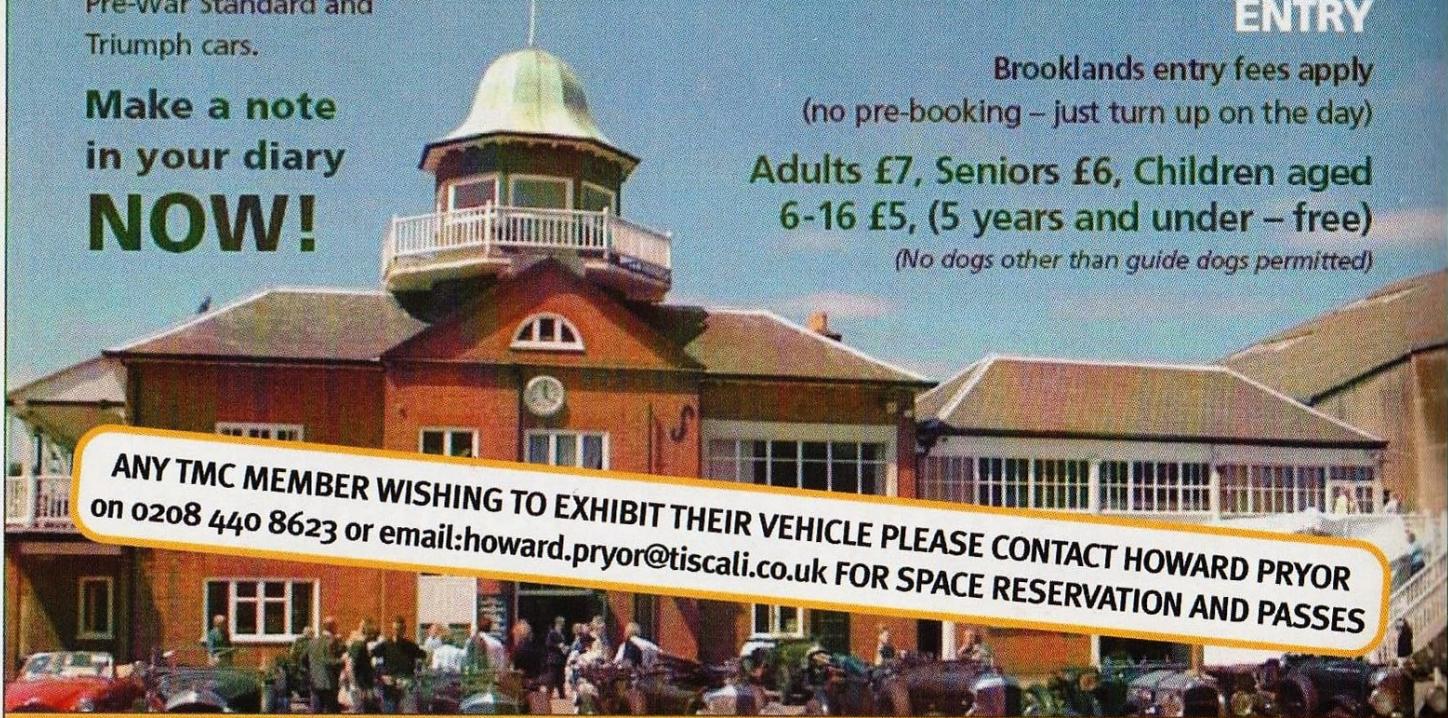


ENTRY

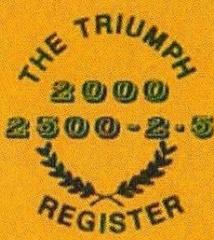
Brooklands entry fees apply
(no pre-booking – just turn up on the day)

Adults £7, Seniors £6, Children aged 6-16 £5, (5 years and under – free)

(No dogs other than guide dogs permitted)



ANY TMC MEMBER WISHING TO EXHIBIT THEIR VEHICLE PLEASE CONTACT HOWARD PRYOR
on 0208 440 8623 or email:howard.pryor@tiscali.co.uk FOR SPACE RESERVATION AND PASSES



A Standard Triumph Forum event
courtesy of Brooklands

Lead club for the event
Triumph 2000/2500/2.5 Register

in celebration of their 25th anniversary year



The home of motor sport and aviation